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TIME TABLE

WEEK DAYS.

7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 a.m.	9.00 a.m.	9.30 a.m.	10.00 a.m.	10.30 a.m.	11.00 a.m.	11.30 a.m.	12.00 p.m.	12.30 p.m.	1.00 p.m.	1.30 p.m.	2.00 p.m.	2.30 p.m.	3.00 p.m.	3.30 p.m.	4.00 p.m.	4.30 p.m.	5.00 p.m.	5.30 p.m.	6.00 p.m.	6.30 p.m.	7.00 p.m.	7.30 p.m.	8.00 p.m.	8.30 p.m.	9.00 p.m.	9.30 p.m.	10.00 p.m.	10.30 p.m.	11.00 p.m.	11.30 p.m.	12.00 a.m.	12.30 a.m.	1.00 a.m.	1.30 a.m.	2.00 a.m.	2.30 a.m.	3.00 a.m.	3.30 a.m.	4.00 a.m.	4.30 a.m.	5.00 a.m.	5.30 a.m.	6.00 a.m.	6.30 a.m.	7.00 a.m.	7.30 a.m.	8.00 a.m.	8.30 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All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, APRIL 5TH, 1907.

WHEN Dr. MORRISON, lately returned to Peking after a visit to this end of the

Chinese Empire, got his copy of the *Times* dated March 8th, we fear he will experience something like a shock. When he arrived at Haibei after his interesting overland journey, he sent an expensive telegram for which any other correspondent of any other paper would doubtless have received a "wiggling." Professionally analysed, it was a sort of make-weight message, not worth the expense. To the ordinary reader it is certainly an interesting sketch of an unusual trip, and every paragraph of it forms part of a faithful, if somewhat colourless, picture of the situation existing in the area traversed. Not having to pay the telegraphic charges for it, we have no fault to find with it whatever. With the editorial supposed to be based upon it, however, and the reckless conclusions therein drawn, we cannot express equal satisfaction, and Dr. MORRISON in the seclusion of his Peking library may not improbably give vent to comments more vigorous than we need or care to make. It would be no business of ours at all, were it not for the fact that so many people at Home trust the "Thunderer," especially those who know how reliable a narrator its Peking correspondent is. Many of these will fail to notice that the *Times* has said things not warranted by Dr. MORRISON's less gushing comments, and things more optimistic than we have thought it just to write for the consumption of our European readers. Thus we feel justified in drawing attention, in the interests of accuracy, to the discrepancy between the correspondent's facts and the leader-writer's embroideries. Dr. MORRISON said his journey was a very

pleasant one, the officials and people friendly, and that he met not the smallest disagreeable incident. Upon this the *Times* assures its readers that any stranger, if he knows local manners and character as Dr. MORRISON does (in which case he would hardly be a "stranger") may pass through Hunan and Kwangsi "in perfect comfort" and safety. The safety may be temporarily granted, but the other phrase conveys a quite misleading idea of present day travel in inland China. Its conditions are very slowly improving, but they are still far from the perfection stated. That is a minor point, however. Our illustrious contemporary goes on to explain that because Dr. MORRISON was not molested, a "change in the whole mental attitude of the Chinese" is indicated. This is an exaggeration unworthy of such a journal's pre-Book-Club reputation. It admits that "shrewd and experienced observer" have thought they discerned in "the reform movement" a "strong and dangerous anti-foreign bias," but Dr. MORRISON's evidence (that he was not molested) tends to throw doubt upon this view. Perhaps the pessimists have been sending exaggerated stories home, for this leader-writer evidently held the impression that the usual incidents of a journey across China were stones and staves or worse. Undoubtedly many Chinese now believe that "foreign influence and foreign learning must play a great part in the regeneration of their country," but there are as many who desire to dispense with the foreigners as soon as they have learned what they want to know. As it is, Dr. MORRISON's message made it clear that most of the thirst for foreign knowledge that he noted was being taken to Chinese and Japanese teachers for assuagement. Though he used the phrase "spread of Western education," the traveller noted that it was "defective compared with our standard," and he said nothing of the motives with which it is being sought. "Everywhere was noticeable the desire to learn English," but that is not necessarily what the *Times* calls "the zeal for European methods." The young man in Hongkong who learns Cantonese does not do so because he is a convert to native methods, but because he thinks it will facilitate business with the people who speak it. This desire to learn English has been noticeable for a long time before Dr. MORRISON made his last trip, and has been held to account largely for the apparent successes which have raised the hopes of missionaries. A writer some years ago remarked that it was unnecessary for Englishmen to learn European languages. He said the Englishman had only to travel round holding up a sovereign, and the various peoples would make it their business to learn English in order to ask him for it. The little parable is not inapplicable to the Chinese appetite for foreign "education," by which they chiefly mean the language or languages. It is true they are now studying other things, foreign history, and politics, and science. Dr. MORRISON mentioned that also, but he never said, and would not dream of saying, such things as this extract contains:

"Hitherto education has been education in the Chinese classics. Even the most accomplished of the native scholars have had no more conception of the rudiments of scientific astronomy and geography or of the conformation and functions of the organs of the human body than have the most primitive of the islanders in the Pacific or of the negroes in Central Africa. The Renaissance and the Reformation together can have brought no such shock to the received ideas of medieval Europe as instruction in modern science is bringing to the Chinese. Both of those great movements were gradual and at first affected a limited class, from which they filtered down to the people. But in China the light has been flashed upon comparatively large masses of the nation together. It will be of deep interest to see the effect of so sudden and so fierce an illumination on the habits and character of a people whose whole civilization and ethics have hitherto depended in an exceptional degree upon habit."

The Chinese have had their astronomical instruments, rather better than rudimentary, and their maps, and physiological charts of a sort; and we are surprised to find the *Times* venturing to compare them with the most primitive of the islanders in the Pacific." There is a good deal more in the article, but we will not go further with it. The point to note is that it is too soon to talk of this mental revolution of the Chinese, if it ever will be time. Here and there, and in constantly increasing numbers, we admit, our neighbours are revising by means of foreign text books their notions of physiology, &c., but whether the British Board School boy who believes the seat of the emotions is in the skull has any political advantage over the Chinese who thinks they originate in the belly, is to us a matter of doubt. Chinese politics and Chinese relations with the outside world concern us most at present, and it is a mistake to encourage home-dwellers to think that the

has been any material change. They are already too apt, when a competent observer like Dr. MORRISON remarks that the new Chinese soldiers are a great improvement on the old "Braves," to run away with the idea that he means the Army of Asia is organized, efficient, and mobilized.

Captain E. W. S. Mahon, R.E., has been nominated for service in Hongkong.

A Helborn firm advertised for a woman typist, offering a salary of 15s. a week. They received 397 replies.

Information has been received from the Madras Government to the effect that Hongkong has been declared an infected port by all the uninfected ports of the Madras Presidency.

The annual concert in aid of the Y.M.C.A. Library Fund is announced to take place at the City Hall on Saturday the 13th inst. Many of our best known vocalists are contributing to the programme, and the concert is being held under the patronage of H. E. the Governor.

It was a singular coincidence that the pirate chief Yuan, the terror of the West River, was only captured two days before the date fixed by H. E. Viceroy Chow Fu when the officers of the districts concerned were to be cashiered unless the pirate was arrested.

The Swedish Government has just laid before the Parliament a proposal to remove the naval station now at Stockholm to Liding Island, which is in the neighbourhood of the Swedish capital. The cost of the removal would be £1,500,000, and the sum of £1,055,555 has been asked for; the Government asks for an immediate credit of £222,222 for the preliminary work.

A high class Gravure, issued by Bovril Limited, London, entitled "Tempting Bait," which is a reproduction of the charming oil painting that was exhibited in the Royal Academy in 1906 by Arthur J. Elsley, is given free in exchange for Coupons found round all bottles and jars of Bovril. Full particulars as to conditions of obtaining these pictures are given on the labels wrapped round the bottle and jars.

The Bandmann Comedy Company on their return from the north are to occupy the Theatre for a fortnight commencing on the 13th inst. It will be seen from the advertisements that nearly the whole of the pieces to be produced are new to Hongkong, and in view of the excellent impression made by the Company on their recent visit, they may feel assured of a successful season. The plan is open at Mouries & Co's.

Yesterday's Police Court calendar was lighter than it has been for sometime, and the small number of petty cases with which their Workshops had to deal was finished before eleven o'clock. Two natives, who were apparently desirous of increasing their wardrobe by appropriating clothing belonging to other people, were each sentenced to fifteen days' imprisonment and four hours' stocks, while a third who was found guilty of a like offence was committed to jail for three weeks.

Here is a good cheer recipe that is guaranteed sure cure for the "blues." Take a sheet of nice white paper, a well-sharpened pencil, and an odd quarter of an hour. Then write out every grievance, worry, and ailment you can possibly conceive of as pertaining to your woesome self. Do you know what will happen when you are through? A Paris bat to a button that will burst out laughing as you haven't done for days.—*Good Housekeeping*.

General Kuropatkin's book on the war evokes some interesting commentaries. The editor of the *Nova Vremya* discloses the substance of his conversations with General Kuropatkin and Count Witte. The former is alleged to be not only convinced that the war, if it had been continued, would have ended successfully, but that sooner or later the conflict will be renewed. The latter refutes these views by reminding the editor of the *Nova Vremya* that Russia is unable to defeat Japan without a fleet. The *Stow* publishes the significant statement that Russia is unable to reinforce Vladivostok except by sea, because she cannot transport additional men or munitions over the Manchurian railway

As to Mr. Dickinson's Bill to enable women to vote at Parlia military elections, the *Times* points out that "all who vote for it or against it will, at all events, vote with the knowledge that it has but the remotest chance of becoming law. It may, of course, pass the second reading; other measures with the same object have passed that stage before. But, however large may be the majority in its favour, it can go no further unless the Government decide to 'give facilities' for the remaining stage. Other measures block the way.... A change of this magnitude ought not to be effected by a private member's Bill, and we have a reasonable confidence that it will not be so effected."

The arrival of Chinese troops as an army of occupation in Manchuria is rousing serious anxiety at Vladivostok as to the future of that oiling region of the Russian Empire. A telegram received from Vladivostok says that the number of Chinese troops in Manchuria is to be raised to 3,000 men. The inhabitants of Vladivostok are becoming seriously alarmed as to their future, especially as the southern, or Chinese, bank of the Amur River is being peopled by Chinese in ever-growing numbers, and the Russians fear that the Chinese will take their revenge, sooner or later, for Russia's terrible massacre of defenceless Chinese at Blagoveshchensk a few years ago.

The Brazilian Government has placed the order for a *Dreadnought* battleship with Messrs Vickers, Sons, and Maxim, at Barrow. The largest vessel ever built by the firm, she will be 500ft. long, with 82ft. beam, and will mount ten 12-inch guns, several guns of smaller calibre, and many quick-firing guns, and will be fitted with submerged torpedo tubes. She will be one of the most powerful afloat, and will embrace many new departures in warship construction.

The Amir is reported to have said, after reading the advance copies of some of the addresses proposed to be given to him in India, that he did not quite understand why the address-givers had heaped so much praise upon him when he and they were perfect strangers, and when he had done for them nothing personally to deserve such encomiums. He therefore put them down either for insincere men or people who had some ulterior object in view.

"They've got fever, and small-pox will follow." Such was the diagnosis of a medical practitioner without legal qualifications when called in to attend four sick children at a house in Temple Street, Yaumati. The quack's prognosis was right, but the father of the invalids was wrong in not reporting the matter to the authorities. For failing to do so he was charged before Mr. F. A. Hazland at the Police Court yesterday, and a fine of £50 was imposed.

The German Admiralty has decided to increase the naval squadron in the Far East and on the West Coast of Africa by one small cruiser for each. Last August a start was made with the building of the new Marine School at Flensburg-Mürwik, in Schleswig, and it has been decided to remove thither in 1906 the Marine School which is now at Kiel. The cost of the removal will be £100,000, and the school buildings at Kiel will be taken over in 1909 by the Inspectors of Naval Education and the Directors of the Naval Academy. At the same time the Midshipmen's Division is to be removed from the Kiel forts to Flensburg-Mürwik.

The death is announced as having taken place in Paris last month of Sir Francis Pinckney, formerly British Ambassador in Vienna, and one of the best-known diplomats of a former generation. The cause of death was heart failure, following a serious attack of influenza. Sir Francis was the ninth Earl of Pingal, and was born on February 3, 1835. Educated at Oscott, he entered diplomacy in 1855, and after having seen service in a number of different subordinate posts, he was promoted in 1883 to the rank of Minister at Tokyo, where he had already spent two years as Secretary of Legation some ten years earlier. After having been transferred successively in the same capacity to Stockholm and Brussels, he was appointed Ambassador at Vienna in 1900, and shortly afterwards made Privy Councillor. He retired in 1905, having reached the age limit of seventy, and completed fifty years of distinguished service. He married in 1870 to May Tivise, daughter of Mr. C. W. Morgan, of Philadelphia, and had two daughters, one of whom is married to Count A. F. Gyldestorp, a Swedish Minister at St. Petersburg.

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The strange coincidence that Messrs. H. F. and H. C. Dickens, respectively father and son, should be on opposite sides in a similar case recalls the little scene in Parliament when the first Sir Robert Peel and his son crossed swords. The sire had to present a petition from the merchants of London against certain currency reforms; his son was chairman of the committee which had the proposal in hand. The old man, who was much moved, declared of his son that "though he is deviating from the proper path in this instance, his head and heart are in the right place, and I think they will soon recall him to the right way." The future Premier answered, in referring to the delicate position in which he was placed in opposing himself to an authority to which he had always bowed from his youth up, and to which he hoped always to bow with deference, said that he had now a great public duty imposed upon him, and, whatever his private feelings, from that duty he must not shrink.

The New York *Herald* is of opinion that, owing to the foresight and energy of the Admiralty and Parliament, no other country may expect to approach Great Britain in the construction of Dreadnoughts. "By 1910 the British Navy will probably own seven Dreadnoughts in addition to the three new battle cruisers of the Invincible class, which constitute the naval surprise of the season. A year later

France hopes to have two great ships, the Danton and the Mirabeau, and Germany, in addition to a 'monster cruiser,' is planning for completion in 1911 of four of the latest design, now projected. Russia and Italy are for the moment out of the game, but Japan, thanks to characteristic insight and initiative, promises to have in commission by 1910 two vessels akin in principle and possibly larger in displacement than the Dreadnought. So far (i.e., the United States) are in the stage of expectation. It is quite true that the South Carolina and the Michigan, nominally of 16,600 tons, will prove not later than 1909 to be notable additions to the fleet. The rest depends on this Congress. If another ship be added to the one authorized in its first Session, we should rejoice somewhere about 1910 or 1911 in two of the best afloat. This means we will at the selected date be far behind England, well to the rear of Germany, and probably a little superior to France and Japan."

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## KING OF ROUMANIA.

LONDON, April 4th.

The King of Roumania's health has failed and his condition is critical.

[King Charles, the second son of Prince Charles Antoine of Hohenzollern-Sigmaringen, was born on 20th April, 1839 (old style). He was elected hereditary prince in March, 1866 and was proclaimed King of Roumania by the vote of both chambers in March, 1881, his consort Elizabeth is Carmen Sylva whose charming writings have a worldwide reputation. Doubtless the present unrest in the Kingdom has not been without its effect on His Majesty's health.]

## GERMAN TORPEDO BASE.

LONDON, April 4th.

The German Government have decided to make Emden a torpedo base.

[Emden a fortified seaport in Prussia is a progressive town and its admirable means of communication justify its selection.]

## BRITAIN AND GERMANY.

LONDON, April 4th.

The Kaiser is to visit England in August.

## AN IMPORTANT CONFERENCE.

TOKYO, April 4th.

The Conference opened to-day at Tokyo of the World's Student Christian Confederation. Twenty countries were represented. Greetings were received from King Haakon of Norway and President Roosevelt.

## A SHANGHAI SENSATION.

SHANGHAI, April 4th.

During the small hours of this morning a discharged servant, who had formerly been charged at the Mixed Court, entered the bedroom of Mrs. Percebois and attacked her with a carving knife, inflicting serious injuries which however are not regarded as fatal. The miscreant escaped on hearing rescuers approach.

## SHANGHAI POLICE SYSTEM.

SHANGHAI, April 4th.

The Municipal Council announces that the Committee to investigate the police requirements will consist of Judge Sausmarc, Messrs. Alex. McLeod, C. Brodersen, A. M. Marshall, L. J. Cubitt, C. W. Wrightson and C. M. Ede.

## [REUTER'S SERVICE.]

## ELECTRIC CAR ACCIDENT.

LONDON, April 2nd.

An electric car crowded with holiday-makers turned over between Croydon and Sutton while turning a sharp corner on a steep gradient. The passengers were shot into the road and thirty-five were injured, including many children.

## THE STRIKE IN HAMBURG.

LONDON, April 2nd.

A hundred English strike-breakers in Hamburg were enticed into the country and attacked by a crowd who pursued, and after savagely beating them, threw several into a canal. Twenty-five were injured.

## EARTHQUAKE IN KURDISTAN.

## HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT)

London, March 8th.

## MR. CHAMBERLAIN'S HEALTH.

Mr. Chamberlain has gone to Valescure, a little suburb of San Raphael in the Riviera for a change of air. He is accompanied by his wife, and a staff of servants who support him when he moves about. The journey was intended to be conducted secretly, and at different sections of the trip the assumed name of the traveller was changed, so as to put the inquisitive off the scent. He started from a little suburban station outside Birmingham, and his luggage was sent another way. Yet he is too well known a figure for even such intricate devices to cover, and before Dover was reached the newspapers were made aware of the trip. It happened to be in Paris when he passed through under the name of Mr. Cook, and a friend who was with me saw the distinguished statesman through the carriage window. He tells me that there is indeed a great change, though although the ex-Colonial Secretary was miffed up it was clear that his vigour was much impaired, and his eye has lost a good deal of its former brightness. Nevertheless the Chamberlain family announced optimistic news of him every few days, and it is to be hoped that they are justified. Mr. Aspinwall Chamberlain says he inhaled with his father on his way through London and he was in very bright spirits. He admits however that his father will not appear in public for a considerable time to come. Reports from Valescure also state that satisfactory progress is being made, and Mr. Chamberlain takes daily drives and short walks, the latter with assistance. If the family wanted a quiet place for him they could hardly have selected one more conveniently secluded—if the term will pass. The locality is not without its associations, for on the Gulf of Fugus, on which Valescure is situated, was the birthplace of the Abbé Sieyes, the famous maker of paper constitutions in the great Revolution. His screeds did not avert the Great Terror, but that did not worry him, for he voted for the execution of the King, being very much of the temperament of the Vicar of Bray, as recorded in the song. It was from San Raphael also that Napoleon sailed for Elba.

**SIR ERNEST SATOW SETTLES IN DEVON.**  
Sir Ernest Satow, having retired from the diplomatic service, has sought a retreat in the pleasant nooks of Devonshire. He has taken Beaumont, Ottery St. Mary, for a term of years, and the place is being made ready for his residence.

## LORD ELGIN AND THE COLONIES.

There is, I am assured, growing discontent among Labour and Liberal members in regard to Lord Elgin's administration at the Colonial Office. If no better understanding is come to soon I fancy there will be quite a little outburst in public. His treatment of those who appealed against the selection of members of the Upper House in the Transvaal Parliament has nettled those who do not favour the choice made by Lord Salisbury. But that is only one trouble. Mr. Churchill gives the impression sometimes in replying to questions that he separates himself from the attitude of his chief. This may be to pacify the extremist critics, but it is very noticeable. Moreover, there is another section in the House, of quite a different type, who criticise the attitude of the Colonial Office towards the sufferers in the Jamaica earthquake, and regards it as lacking in sympathy, and remarkable for niggardliness.

**PRINCE OF WALES "MOVING HOUSE."**  
It is believed that the Prince of Wales is about to move into new quarters, for his growing family necessitates more room being provided. The exact mansion has not yet been selected, but one or two places in the Midlands are mentioned, though a still stronger report refers to Somerleyton Hall in Suffolk, a fine place belonging to Sir Savile Cressley. When the choice is made, York Cottage, the Prince's present quarters, will revert to the purpose originally intended—to serve as bachelor quarters for guests visiting Sandringham.

## GOVERNMENT AND PEERS.

The announcement that the Government cannot proceed at present with the fight against the Lords has caused Conservatives very much, and they scoff at the explanation that financial matters block the way. They attribute the change of attitude more to the Government defeat at Driffield, and the rout of the Progressives in the London County Council elections last Saturday. As a matter of fact, the latter defeat has little to do with Imperial politics, and its significance is merely local, in my opinion. But it will certainly be beneficial in checking the growing tendency to embark on undertakings of speculative advantage, and involving the possible loss of great sums of public money. No, the immediate cause of the announcement is that the Government has unwisely overladen its programme, and the King's Speech forecast of legislation cannot be carried out in anything like its entirety. The Housing Bill for rural localities, and the Small Holdings Bill will probably be cast overboard, and others, including probably the Irish Universities Bill, may very likely follow. The Army Reform proposals, in addition to financial matters, will take up a big part of the time, and even an Autumn session will not suffice to carry all the Government is already pledged to do. Still many Liberals contend that the Premier should not have spoken so definitely about the House of Lords attack until he had all his weapons ready for the fray. As for the Conservatives, their attitude may be expressed as one of the broad grins:

L.C.C.

When I predicted nearly two months ago the defeat of the Progressives in the

London County Council elections I did not anticipate that their opponents would get a majority of 41. This smashing turnover, with only one gain to the Progressives in the whole of London, is the most remarkable result London has seen for years. This is the first time the Moderates have had a majority at all on the Council so they are for the most part now to the work, but there is no reason to suppose that now the elections are over the two parties will not work amicably together on general lines of policy so as to make the administration of London efficient, though on special matters there will be of course the usual marked divergences of opinion. The result is put down by many writers and politicians to the fact that the women electors polled in extraordinary numbers, and with few exceptions voted for the Moderates. The London middle class voter of the female sex was aroused by the suffrage movement to a knowledge of her power as a voter. She knew the rates were high, and though she did not enquire why, she determined to vote against the men responsible. Moreover she regards the Progressives as Socialists, and the other side as more respectable. Take South St. Pancras for instance, where there are scores of women running boarding houses. The Moderate put up Mr. George Alexander, the actor manager, known often as the "ladies' pet," on account of his popularity with the fair sex. Why, he simply romped in at the head of the poll.

## ROYAL VISITORS

I am informed that we shall not see Prince Fusimi, the Japanese visitor to Europe, till about the middle of May, for first of all he will travel incognito on the Continent till our weather gets more settled. We have with us this week, however, the Dowager Empress of Russia. She has had a very cordial reception, but the police have taken extraordinary precautions to ensure her safety. I am assured, by the way, that our relations with Russia have not for very many years been so cordial as at present.

## A COLONEL'S BROKEN ENGAGEMENT.

Here is a new way of breaking an engagement, or at any rate of announcing the fact. Colonel Brocklehurst, M.P. for Macclesfield, went to a bazaar on Wednesday and publicly announced that his arranged marriage with Miss Edith Millicent Walton, of Pensley Priory, Nailsworth, Gloucestershire, would not be carried through. "We came to the conclusion," he said, "that it is better to be unhappy for a short time than to be united and be unhappy for a long time. So we agreed to break the engagement, and we parted the best of friends." If this method of announcing such matters becomes fashionable, bazaars will grow in towns, particularly in the small provincial towns where personal gossip is very nearly the staff of life.

## "THERE IS NO END."

Still another book on the Far East. Mr. F. A. McKenzie, the well known war correspondent, has on the stocks a book to be entitled "The Unveiled East," in which he will enlarge on the conditions before and after the war, the alliance with Japan, and the changes which are taking place in the situation in the Chinese Empire.

## CANADIAN RAILWAYS.

The progress of Canadian railway development is evidenced by the fact that in spite of the growing numbers of emigrants the supply of labour for the construction work is insufficient.

The Grand Trunk railway is therefore about to obtain 20,000 railway labourers from Great Britain and Russia to push on the work. It would be better, the Manager says, to resort to Oriental labourers that to have the railway shortage prolonged, to the suffering of the growing numbers of settlers in the West. Moreover the various schemes for fast Atlantic services are being vigorously impressed on the authorities, and the day is near for great developments. All of which is of interest, as affecting the services to the Far East.

## PEACE IN THE ORIENT.

If the Paris edition of the New York Herald is right, there should be no trouble in the Far East for, at the St. Petersburg correspondent of that paper declares that Great Britain, Russia, France and Japan have arrived at an agreement in regard to Far Eastern affairs which should make place assured. The New York Evening Post, by the way, states that the Philippines are a most costly item for the United States and have made Uncle Sam pay £1,600,000 since the Americans took possession of the islands. American exports to the Philippines last year amounted to £1,400,000, and a good many Americans are objecting to this excessive part of America's administration.

## JOURNALISTS AT DINNER.

Mr. Thomas Catling, who has just resigned the editorship of *Lloyd's News*, was entertained at dinner the other night by a remarkable gathering of well-known newspaper men, as well as the Lord Mayor and other officials of the city. Lord Burnham, the proprietor of the *Daily Telegraph*, Mr. Catling, and others contributed newspaper reminiscences covering half a century.

## ARE STOCKBROKERS GAMBLERS?

Some amusement was caused in the House of Commons on Thursday by a question put to the Home Secretary by Mr. Horatio Bottomley as to whether the stockbrokers speculating in stocks and shares on the curb in Throgmorton Street did not come under the heading of gamblers and were not subject to the provisions of the Stock Betting Act. Mr. Gladstone replied that the Act referred to betting on races only, and the only further satisfaction that Mr. Bottomley could get was a suggestion that he himself should institute a prosecution. As Mr. Bottomley is a famous promoter of unsuccessful companies with a knack of soothsaying dissatisfied shareholders, the question coming from him had

## FUNNELS AND FLAGS.

## PRIZE COURT DECISION.

The Libau Prize Court has decided the case of the German merchant vessel *Thea*, which was sunk by the Russian auxiliary cruiser *Rivne* (ex-Smolensk) while on a voyage from Odessa to Tientsin with a cargo of railway sleepers. The cargo did not come within the provisions of contraband of war, and the German Foreign Office protested strongly to Russia against the sinking of the *Tetarwa*. That was two years ago. Meanwhile, the underwriters in London, where the ship and cargo were insured, had to pay a full loss on the steamer, although the vessel was insured at the nominal price of 40s. per cent as the risk of her being sunk was thought infinitesimal. Russia notwithstanding the action of the German Foreign Office, made no overtures in the direction of satisfying the claims of the underwriters and owner. The owner therefore took the matter in hand himself, and has at last succeeded in extracting from the Russian Government a sum sufficient to cover his loss. British underwriters also benefit, as the money they had paid in claims is to be returned.

Owing to the unwillingness of the stevedores of Hamburg to sign an agreement regarding the performance of day and night work, the shipowners engaged 2,000 English stevedores, 800 of whom were to arrive on March 7th. They were to be quartered in war houses and in ships in the harbour to keep them from coming into contact with the local men.

## COLOGNE A SEA-PORT.

For some time past the Cologne Chamber of Commerce has petitioned the Prussian Government to improve the shipping facilities at Cologne. It is now rumoured that the Prussian Government is working out a project both for deepening the bed of the river Rhine from its two arms, the Waal and the Rijn, which enter the North Sea through the Netherlands, upstream as far as Cologne, and also for connecting the fortified capital of the Rhine and into a sea-port, which can be reached by sea-going vessels of small and medium draught. At this moment the Prussian Government is negotiating with the Netherlands Government.

## SHIP'S REMARKABLE NON-STOP PASSAGE.

The s.s. *Goldmouth* arrived at Thames Haven last month after a passage from Balik Papan, in Borneo, a distance of 12,053 miles, without a stop. The speed throughout the passage averaged over nine knots per hour. This is the third non-stop run made by this vessel whilst burning liquid fuel, the first being from Singapore to Rotterdam in May-June, 1906, the second from Singapore to Thames Haven in September-October, 1906, and the third as described above. The chief engineer of the ship is Mr. Comar, who has been in charge on all three occasions. The vessel, adds the Press Association, belongs to Sir Marcus Samuel of the Shell Transport Company, whose superintending engineers are Messrs. Flanagan, Engsley, and Johnson.

## LONDON UNDERWITERS AND THE "DAKOTA."

The London Marine Insurance Market reporter of the Times describes the loss of the *Dakota* and cargo as "one of the greatest single losses from which this market has ever suffered." Another paper remarks: "It is agreed on all hands that this is the biggest loss the marine insurance world has ever had, not only in amount, but in the area over which such a huge amount has had necessarily to be spread. The amount of the hull and freight is over £500,000, and the cargo may be put at another £250,000, or three-quarters of a million."

In view of this loss, underwriters are beginning to re-think their ideas as to the large liners they have been running on these ocean Leviathans. They are now inclined to argue that a boat like the *Dakota*, with twelve bulkheads, will not be lost from collision, founders, being abandoned, sinks, but from getting ashore, and that the chances of such a monster being got off are very remote.

## CHINESE MARITIME AMBITIONS.

A London contemporary says:—If a project comes to maturity that has been set on foot by the Board of Posts and Communications at Peking, China will shortly appear in a new light as an aspirant for a place amongst the maritime Powers of the world. The scheme of the Board—a Government department—is that a big line of Chinese steamships should be started, with regular services to Australia and that, moreover, there should be no foreign capital invested in the vessels, to start an extensive commercial undertaking in China without financial aid from the West, or, at any rate, from Japan, is a thing that is more easily talked about than done, but the Board of Posts proposes to get over the obstacles by sending a committee to the Straits Settlements to secure monetary assistance from the Chinese merchants there who are reputed to be very wealthy. The Throne has been approached for its approval of the plan.

## UNITED STATES SHIP SUBSIDY BILL.

For nearly ten years a determined fight has been made for a Ship Subsidy Bill. The late Senator Hanna, backed by powerful interests, passed through the Senate comprehensive, but the opposition within the Republican party defeated it. The present Bill is only the shadow of the measure originally proposed and is really an ocean mail Bill pure and simple, with incidental provision for a naval reserve. The proposed services are seven in number—two from the Atlantic coast to Brazil and Argentina respectively, one from the Gulf coast to Panama, and four from the Pacific coast—namely, to Panama, Peru, Chile, to Samoa, New Zealand, and Australia; to Japan, China, and the Philippines via Hawaii; and, fourthly, to the same places direct from the Northern coast. The total maximum cost of the service will be \$8,750,000 (£750,000) per annum. The opposition to this sort of legislation is so intense that it defies all the force of the President, who sent a special Message to Congress urging the passage of the measure, and of Mr. Root, who has energetically advocated and defended it.

## THE OPERATION OF SHIPPING "RINGS."

The Royal Commission on Shipping Conferences again sat at Winchester House, St. James's-square, Mr. Arthur Cohen, K.C., presiding. The Commissioners are inquiring into the operation of shipping rings or Conferences generally, and more especially into the system of deferred rebates, and are to report whether such operations have caused or are likely to cause injury to British, or Colonial trade, and if so, what remedial action, if any, should be taken by legislation or otherwise. Mr. Longden, of Messrs. Behring and Co., said that he was deputed by the Manchester Chamber of Commerce to give information as to shipping rings and rebates, but he was not permitted to suggest a remedy. Mr. Landen said that the shipping Conferences were absolutely essential for the Eastern trade in order to fix freight-heads. Their Conference system did not make any difference as regarded foreign competition, because the Continental steamship companies were brought into line with them. All the large German lines were in the Conference system. In reply to Professor Sonner, witness stated that the shipper was really at the mercy of the shipowner. If shipowners were to meet merchants in conference with each other, it would be an advantage to both sides. He did not think they could fix rates by legislation. In transport, as in everything else, masters would find their own level, because if the rates of the combines were raised very high then independent lines would come in and convey the goods at a price which would enable the merchants to forfeit their rebate from the Conference lines. With regard to the competition with the United States, so long as the latter kept up their present tariff and their boom in trade continued there would not be any competition. The cotton trade would have to fear Japan for the Eastern trade. The Commission adjourned till Tuesday next.

## THE LATEST MILITARY MOVEMENTS.

The str. *Mercioneth* left Singapore and is due here on or about Friday, 5th April, at daylight. The C.P.R. str. *Empress of India*, arrived Nagasaki at 7 a.m. on Thursday the 4th April and left there again at noon same day for Shanghai where she is due to arrive at 4 p.m. from London would be off for the voyage.

## THE YACHT "NICKO MARS."

The N.Y.K. str. *Nicko Mars*, (Australian Line) left Thursday Island for this port via Manila on the 4th April, and is expected here 15th April.

## THE SIEGE OF PORT ARTHUR.

The Standard has published a message from its St. Petersburg correspondent, who says that, in view of the fact that none of the defenders of Port Arthur are to be tried except General Stoessel and Fock and Colonel Reiss, Stoessel's chief of staff, the secret report made to the Emperor by Lieutenant-General Smirnov, commanding of the fortress at Port Arthur, is of dead interest. General Smirnov accused them of having deliberately set to work to undermine the courage of the garrison, and of purposely bringing about the evacuation of vital points of the defensive lines in order to hasten a capitulation. He brands General Stoessel as a pitiful, and as grossly and in every way unfit for his responsible position. His report is the principal basis of the indictment of the three officers, whom he does not hesitate to accuse of treason.

## THE CASE OF THE "TITANIC."

The Russian Government has at last been forced to reimburse the owner of a steamer sunk on sight by Russian warships during the

war, although the vessel was not carrying contraband. The steamer concerned is the German ship *Tetarwa*, which was sunk by the Russian auxiliary cruiser *Rivne* (ex-Smolensk) while on a voyage from Odessa to Tientsin with a cargo of railway sleepers. The cargo did not come within the provisions of contraband of war, and the German Foreign Office protested strongly to Russia against the sinking of the *Tetarwa*. That was two years ago. Meanwhile, the underwriters in London, where the ship and cargo were insured, had to pay a full loss on the steamer, although the vessel was insured at the nominal price of 40s. per cent as the risk of her being sunk was thought infinitesimal. Russia notwithstanding the action of the German Foreign Office, made no overtures in the direction of satisfying the claims of the underwriters and owner. The owner therefore took the matter in hand himself, and has at last succeeded in extracting from the Russian Government a sum sufficient to cover his loss. British underwriters also benefit, as the money they had paid in claims is to be returned.

Owing to the unwillingness of the stevedores of Hamburg to sign an agreement regarding the performance of day and night work, the shipowners engaged 2,000 English stevedores, 800 of whom were to arrive on March 7th. They were to be quartered in war houses and in ships in the harbour to keep them from coming into contact with the local men.

## COLOGNE A SEA-PORT.

For some time past the Cologne Chamber of Commerce has petitioned the Prussian Government to improve the shipping facilities at Cologne. It is now rumoured that the Prussian Government is working out a project both for deepening the bed of the river Rhine from its two arms, the Waal and the Rijn, which enter the North Sea through the Netherlands, upstream as far as Cologne, and also for connecting the fortified capital of the Rhine and into a sea-port, which can be reached by sea-going vessels of small and medium draught. At this moment the Prussian Government is negotiating with the Netherlands Government.

## SHIP'S REMARKABLE NON-STOP PASSAGE.

The s.s. *Goldmouth* arrived at Thames Haven last month after a passage from Balik Papan, in Borneo, a distance of 12,053 miles, without a stop. The speed throughout the passage averaged over nine knots per hour. This is the third non-stop run made by this vessel whilst burning liquid fuel, the first being from Singapore to Rotterdam in May-June, 1906, the second from Singapore to Thames Haven in September-October, 1906, and the third as described above.

## LONDON UNDERWITERS AND THE "DAKOTA."

The London Marine Insurance Market reporter of the Times describes the loss of the *Dakota* and cargo as "one of the greatest single losses from which this market has ever suffered." Another paper remarks: "It is agreed on all hands that this is the biggest loss the marine insurance world has ever had, not only in amount, but in the area over which such a huge amount has had necessarily to be spread. The amount of the hull and freight is over £500,000, and the cargo may be put at another £250,000, or three-quarters of a million."

## IN A NEW LAND.

Reuter's Agency learns that the contract with the Newfoundland Government for the new fast Atlantic service from Great Britain to Canada and the United States, via Newfoundland, is expected to pass the Colonial legislature during the present session. In explanation of the new route, it is pointed out that there is no intention of making any port in Ireland a terminal port. This will be London, Southampton, Liverpool, or Glasgow. If however, it is so desired, it can be arranged that mails can be landed at Killary Bay, or some other suitable port on the west coast of Ireland. Killary Bay is fixed upon, it will be necessary to construct a line sixteen miles in length, connecting Killary with the existing line from Dublin to Edinburgh. With the completion of this new line, passengers and mail could go through from London to Killary, via Holyhead and Dublin in fourteen hours.

The contract provides for the employment of three Atlantic steamers of 5,000 tons gross and a speed of seventeen knots, but it is intended that the vessels shall be both larger and faster.

From Killary Bay, where steamers would only remain long enough to pick up or discharge mails, the vessels would go direct to Green Bay (or, as it is called on the maps, Notre Dame Bay) on the north-east coast of Newfoundland, 200 miles north of St. John's, and a distance of 1,700 miles from Killery Bay. At Green Bay, which with a seventeen-knot boat would be reached in just over four days from Killery, the steamer would again only remain long enough to land mails and passengers, after which the vessel would continue her voyage to St. John's, and thence to some port either in Canada or the United States, where she would discharge or embark Canadian or American cargo, returning to Green Bay in ample time to take up passengers and mails for the return weekly voyage to Europe.

Mails and passengers landing at Green Bay will now have to cross Newfoundland to the Bay of Islands, on the west coast of Newfoundland, a distance of eighty miles, this journey being accomplished in two hours, over a line which is to be built of 4ft.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE DAILY PRESS only, and special business matter to THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only replied to for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

## WANTED.

A COMPHADORE, having business connections throughout the South of China and able to provide substantial security in relation of landed property in Hongkong to the extent of 10 per cent. of annual turnover. Good remuneration to a suitable man. First Class references from a Foreign Bank required. Apply by letter only in the first instance to DENNYS & BOWLEY.

Hongkong, 5th April, 1907. 714

C. U. S. R. A.

THE AFFINITY COMPETITION will take place at KING'S PARK, Kowloon, at 3 P.M. on MONDAY, the 8th inst. Post Entries. His EXCELLENCY THE GOVERNOR has kindly consented to give away the Prizes on the completion of the above Competition.

Hongkong, 5th April, 1907. 715

## TO LET.

A 9-ROOM HOUSE, 13, McDONNELL ROAD, Commanding Good View of Harbour, with fine Tennis Lawn. Apply to—

DO H KAI,

23A, Des Vaux Road.

Hongkong, 5th April, 1907. 716

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE COMPANIES ORDINANCE 1865, and

IN THE MATTER OF THE ON TAI MARINE INSURANCE CO., LTD. (IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that by Order of the Court the Contributors of the above-named Company entitled to unpaid dividends are required, on or before the 5th day of JULY, 1907, to send particulars of their Claims to JOHN HENNESEY SETH, of Victoria, Hongkong, the Liquidator of the said Company, and if so required by notice in writing from the said Liquidator, to come in and prove their said Claims, and in default thereof the said unpaid dividends will be dealt with as the Court may direct.

Dated this 4th day of April, 1907.

HASTINGS & HASTINGS,  
Solicitors to the above-named  
Liquidator.

717

CITY HALL.

UNDER THE DISTINGUISHED PATRONAGE  
OF  
H.E. SIR MATTHEW NATHAN,  
K.C.M.G.

THE ANNUAL CONCERT  
IN AID OF THE LIBRARY FUND OF THE Y.M.C.A.  
will be given on SATURDAY, APRIL 13,  
AT 9 P.M.

ADMISSION: TWO DOLLARS.

Seats may be booked at S. Moutrie & Co.'s Store.

Hongkong, 5th April, 1907. 718

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer  
"ARCADIA,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex.s.s. "Victoria" and "Caledonia".

From Calcutta ex.s.s. "Sardinia".  
From Persian Gulf ex. I. S. N. & B. P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before NOON, TO-DAY.

No Goods cleared by the 11th inst. will be subject to rent.

All damaged packages must be left in the Godown, and Notice of same sent to this Office before the 14th inst., or Claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

4th April 1907. 721

NOTICE TO CONSIGNEES.

FROM LONDON AND ANTWERP.

THEI'P Steamship

"MERIONETHSHIRE".

Captain Burch, having arrived from the above-ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignees' risk and expense.

No Goods will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

Owing to the steamer having encountered heavy weather and sustained damage, a General Average has been incurred. Consignees of Cargo will therefore have to sign the General Average Bond lying at the Office of the undersigned before their Bills of Lading can be countersigned.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOME'S & CO., Agents.

Hongkong, 4th April, 1907. 720

THEATRE ROYAL CITY HALL

## THE BANDMANN COMEDY COMPANY

Under the PERSONAL DIRECTION OF

M A U R I C E E. B A N D M A N N

will present the following

Thursday, April 18—"THE DAIRY MAIDS"

Friday, April 19—"THE BEAUTY OF BATH"

Saturday, April 20—"THE BLUE MOON"

Monday, April 22—"THE GIRL BEHIND THE COUNTER"

Tuesday, April 23—"SEE SEE"

Wednesday, April 24—"THE BELLE OF MAYFAIR"

Thursday, April 25—"THE GIRL ON THE STAGE"

PRICES OF ADMISSION

Plan now open at MOUTRIE & CO., LTD.

Doors open at 8.30 P.M.

Commence at 9 P.M. 719

## NEW ADVERTISEMENTS

BNG HOK FONG S.S. CO.

THE Steamer

"POWHATAN,"

Captain W. F. Turner, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on THURSDAY, 2nd May, 1907.

For Freight or Passage, apply to

BNG HOK FONG & CO.,

27, Des Vaux Road Central, Hongkong. 5th April, 1907. 719

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENALDER"

FROM ANTWERP, LONDON AND STRAITS

CONSIGNEES of Cargo are hereby informed

that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 11th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 18th inst., or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 4th April, 1907. 710

"INDRA" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL

THE Company's Steamship

"INDRANI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claim will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 12 O'CLOCK NOON, TO-DAY.

JARDINE, MATHESON & CO., Agents.

Hongkong, 4th April, 1907. 711

THE CANTON INSURANCE OFFICE

LIMITED.

THE HONGKONG COTTON SPINNING WEAVING AND DYEING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG COTTON SPINNING, WEAVING AND DYEING COMPANY, LIMITED, will be held at the Office of the Undersigned, King's Buildings, Victoria, in the Colony of Hongkong, TOMORROW (SATURDAY), the 6th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions passed at the Extraordinary General Meeting of the Company held on the 21st March, 1907, will be submitted for confirmation as Special Resolutions:

PUBLIC COMPANIES  
& GODOWN COMPANY, LIMITED.

THE HONGKONG & KOWLOON WHARF

& GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of THE HONGKONG ICE COMPANY, LIMITED, will be held at the Office of the Undersigned, King's Buildings, Victoria, in the Colony of Hongkong, TOMORROW (SATURDAY), the 6th day of April, 1907, at 12.30 o'clock in the afternoon, when the Subjoined Resolutions passed at the Extraordinary General Meeting of the Company held on the 21st March, 1907, will be submitted for confirmation as Special Resolutions:

PUBLIC COMPANIES  
THE HONGKONG ICE COMPANY, LIMITED.

THE HONGKONG & KOWLOON WHARF

& GODOWN COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA SUGAR REFINING COMPANY, LIMITED, will be held at the Office of the Undersigned, King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 13th day of April, 1907, at 12.30 o'clock P.M., when the Subjoined Resolutions passed at the Extraordinary General Meeting of the Company held on the 21st March, 1907, will be submitted for confirmation as Special Resolutions:

PUBLIC COMPANIES  
THE CHINA SUGAR REFINING CO., LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA SUGAR REFINING COMPANY, LIMITED, will be held at its Head Office, No. 2 Queen's Building, Hongkong, on SATURDAY, the 13th day of April, 1907, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1906, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,

W. J. SAUNDERS,  
Secretary.

PUBLIC COMPANIES  
UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTY-FOURTH ORDINARY

YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Building, Hongkong, on SATURDAY, the 13th April, 1907, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1906, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd to the 15th April, both days inclusive.

By Order,

M. A. A. SOUZA,  
Secretary.

Hongkong, 15th March, 1907. 584

CAMPBELL MOORE & CO., LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY

ANNUAL MEETING of Shareholders in the above Company will be held at the Co's Office, 29, Queen's Road, Central, on MONDAY the 13th April, 1907, at 3 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st Dec., 1906.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd to the 15th April, both days inclusive.

By Order,

M. A. A. SOUZA,  
Secretary.

Hongkong, 29th March, 1907. 587

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Undersigned, King's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 27th day of April, 1907, at 12.45 o'clock in the afternoon, when the Subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 2d April, 1907, will be submitted for confirmation as Special Resolutions:

1. That the following alterations be made in the Articles of Association, viz.:

(a) That the words "Company or Corporation" be inserted between the word "person" and the word "for" in the second line of the definition of "The General Agents" in Article No. 2.

(b) That the first five lines of Article No. 7 be eliminated and the word "Company" in the sixth line be eliminated instead of the words "M-s-s-Jardine, Matheson & Co., Ltd." shall be the General

## INTIMATION.

**S. MOUTRIE & CO., LTD.**  
ESTABLISHED 1875.

## BABY GRANDS

BY  
RACHELS,  
PLEYEL,  
KEMMLER  
AND  
ROSENKRANZ.

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALLED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
**S. MOUTRIE & CO., LTD.**,  
York Building, Chater Road.  
Hongkong, 30th July, 1906.

ENTERTAINMENT  
GRAND THEATRE OF VARIETY.

**ZIG ZAG**  
THE CELEBRATED COMPANY OF ACROBATS, GYMNASTS, ECCENTRIC CLOWNS, MUSICAL ACTS, SONGS, DANCES AND PANTOMIMES.

LOCATION: CAUSEWAY BAY.  
CONTINUATION OF THE PRESENT SUCCESSFUL PROGRAMME.

FIRST GRAND MATINEE,  
TO-MORROW (SATURDAY),  
6TH APRIL, AT 4 P.M.

CHILDREN HALF-PRICE.

The entire Programme of the Evening Performances will be given at the Matinee.

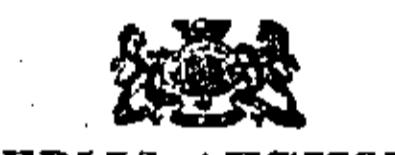
GRAND PERFORMANCE EVERY NIGHT AT 9 P.M.

Booking at the ROBINSON PIANO CO'S. STORE. Special Terms after each performance.

PRICES:  
Box of 6 Seats \$18.00  
Single Box Seat 3.00  
Reserved Chair 2.00  
Stall 1.00  
Gallery 0.50  
SOLDIERS and SAILORS in uniform Half-price to Stalls only.

Hongkong, 1st April, 1907. 686

## AUCTION.



PARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 8th day of April, 1907, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency the Governor of One Lot of Crown Land on South side of new road from Queen's Gap Road and about 300 yards East of "Covell's" in the Colony of Hongkong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

671

PARTICULARS OF THE LOTS.

No. of Lots.	Property No.	Boundary Measurements.	Content in Sq. feet.	Annual Rent.	Spec. Price.
Inland Lot 172.	On South side of new road from Queen's Gap Road and about 300 yards East of Covell's.	137 ft. 13 ft. 133 ft. 155 ft.	2,894 sq. ft.	14.	4,150
173.					
174.					
175.					

SURE PREVENTIVE OF EXHAUSTION.

Hall's Coca Wine will keep you strong and healthy, no matter how hard you must work; how many cares are thrust upon you, how trying may be the weather. It prevents exhaustion and attendant nervous disorder, such as neuralgia, sleeplessness or nervous prostration, by enriching the thin blood and vitalizing the whole system. A wineglassful two or three times a day will cure any weakness due to impoverished blood. 71-16

NOW ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR  
日曆英中年十五

FROM 1ST JANUARY 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE, THAT IS THE 3RD YEAR OF TUNG CHI TO THE 39TH YEAR OF KWANG SU.

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS" OFFICE, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money order, Hongkong, 3rd October, 1906. 1841

## INTIMATIONS

KOWLOON BOWLING GREEN CLUB.

A N OPENING DAY for 1907, Season Day, April 6th.

NEISH MEDAL COMPETITION:—Final Tie to be played.

MARCH:—President v. Vice President's team, Members and their Friends cordially invited to be present.

Muchado's String Band will be in Attendance.

9.30 to 6 P.M.

P. H. NYE,  
Hon. Sec. and Treasurer.  
Hongkong, 4th April, 1907. 703

HONGKONG CLUB.

NOTICE.

THE ADJOURNED EXTRAORDINARY GENERAL MEETING of the Members of the Club, from the 14th June, 1906, will be held in the CLUB HOUSE, on WEDNESDAY, the 10th April, 1907, at 5 P.M. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE,  
Secretary.  
Hongkong, 2nd April, 1907. 690

HONGKONG CLUB.

NOTICE.

THE TWENTY-FIRST YEARLY GENERAL MEETING of the Members of the Hongkong Club, will be held in the CLUB House, on WEDNESDAY, the 10th April, 1907, at 5.15 P.M. By Order,

C. H. GRACE,  
Secretary.  
Hongkong, 2nd April, 1907. 691

RE HIM YICK OPIUM AND YARN FIRM.

Date of  
No. 307, DES VIEUX ROAD, HONGKONG.

CERTAIN MONIES have been recovered from the partners in the above Firm, it is intended to divide rateably among the Creditors.

A MEETING of the CREDITORS of the above Firm will be held at our Office, 33, Queen's Road Central, on MONDAY, the 15th day of April, 1907, at 3 o'clock in the AFTERNOON, for the purpose of dividing the monies recovered.

Creditors are requested to send their Claims to us on or before the 15th April next.

Dated the 27th day of March, 1907.

HASTINGS & HASTINGS,  
Solicitors for HO FOOK and other Creditors.

TIMBER TRADE.

A DVERTISER with long experience in the East of Teak, Hardwood, and American Lumber Trade is desirous of meeting Chinese Gentleman with Capital, with View to Starting Business in Hongkong.

Address—

"TIMBER,"  
Care of "Daily Press" Office.  
Hongkong, 3rd April, 1907. 699

COME AND INSPECT

Our Special Varieties of ARTISTIC VIEW POSTCARDS  
ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS  
AND OTHER

PHILATELIC GOODS

AT PRICES TO SUIT ANY BUYERS.

GRACA & CO.,  
Hongkong Hotel Corridor.

Hongkong, 1st January, 1907. 675

Tls.

To payment of a dividend of 10 per cent or Tls. 10.—per share ... 35,650.—  
To transfer to reserve fund ... 29,000.—  
To carry forward to new account, the balance of ... 17,269.33

Tls. ... 72,859.33

THE 'ANCHOR STROKE.'

HOW REECE BEAT THE RECORD.

One of the mail papers received yesterday gives the following account of the game in which Reece's performance, telegraphed by our London correspondent, was a feature. The world's billiard record went by the board at the Grand Hall, Leicester-square, London, where Reece and Inman are playing 16,000 up, level, for £100 a side. On the first day of the match Reece had fallen no fewer than 623 points behind, but upon resuming the Lancastrian proved in wonderful touch and finished up at the end of the session no fewer than 617 ahead, Inman only scoring 50 points as the result of six visits to the table. Reece's second innings yielded a net 48, followed shortly afterwards by a perfect 203; but these efforts came into insinuation in the light of subsequent events.

Starting from 1,013, the Oldham professional made 181 by purely all-round methods before beginning a run of nursery. Seventeen shots suffice to secure Reece the famous "anchor shot" position exploited by Lovejoy, and the rest was all plain sailing. The balls were well set over the right hand top pocket, and striking at remarkable speed Reece had registered no fewer than 386 cannons when the marker called the scores 2,010 to 1,383 against Inman. This meant the termination of the session. Reece having reached his proper points with the double-kiss cannon still on. The referee decided to leave the balls where they were and himself locked up the rooms pending the evening session. At the adjournment Reece had registered no fewer than 987 (unfinished), which of course beats the previous record

recognised by the Billiard Association, namely, 802, compiled by Stevenson against Dawson in the same hall in February, 1905. The table was passed as correct by the secretary of the Billiard Association prior to the commencement of play, and even allowing for the "anchor shot" Reece's break must stand as the existing record. Inter alia scores.

It will give you energy and strength, richer blood and sturdier nerves.

It will make you healthy and keep you healthy. Sold by chemists and stores in large and small bottles. See you soonest and buy Keystone trademark before purchasing.

## Quite Well, Thank You

The man who tells you to-day that he is "quite well, thank you," may to-morrow be writhing in the grip of some terrible disease.

Somewhere in his system there may be a weak spot—something he does not know of—something that may cost him his life.

## Hall's Coca Wine

will rid you of your "weak spots." It will give you energy and strength, richer blood and sturdier nerves. It will make you healthy and keep you healthy. Sold by chemists and stores in large and small bottles. See you soonest and buy Keystone trademark before purchasing.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnar, Lait Charmant and Special Skin Tonic and roudre Charnar will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

Hongkong, 1st April, 1907. 684

## THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

The fifth annual meeting of shareholders in the China Import and Export Lumber Co., Ltd., was held at Shanghai on March 28th. Mr. J. M. Young (Chairman), said:—Your directors hope that you will agree with them in considering that the documents show satisfactory results for the past year, and a steady increase in the business done, the credit for which mainly belongs to our managing director, Mr. C. L. Seitz, ably assisted by our foreign and native staff here, as well as at the outports where the company is represented. In Francisco on April 18th last, but without personal injury, I am happy to say. It would seem that close touch with what is going on the other side of the Pacific is very desirable for our business, and we have therefore arranged for Mr. Edwards, who was in charge during Mr. Seitz's absence, to watch our interests over there, and we already feel the benefit of being thus represented. At our last annual general meeting I said our directors contemplated issuing before long the 1,000 remaining shares. This has so far not been done, except as regards sixty shares issued at par to employees of the company, certain of whom are under contract thus to invest part of their earnings. If it is found necessary or desirable to issue the now remaining 1,440 shares they will be offered to shareholders and timely notice will be given. We have continued to enjoy, as heretofore, the facilities granted by the Deutsch-Asiatische Bank, with whom our overdraft was, according to the balance sheet, Tls. 125,517.61. In a business like ours, when items from time to time represent whole cargoes the balances of the accounts are naturally liable to great fluctuations, which makes it so very desirable that we should strengthen our position by building up the reserve funds and making fair provision for depreciation. You will notice that the special reserve fund, which has been increased by the Tls. 7,552.54, now stands at Tls. 21,467.41. This is made up of a certain percentage on all sales of lumber being set aside to meet eventual bad debts, the balance, after providing for such debts, being placed to credit of said fund. The ordinary reserve fund has a balance of Tls. 10,000 to which we hope to obtain your sanction to add Tls. 20,000 as proposed in the report. The balance sheet shows at a glance the financial position of our properties and buildings, consisting of two lumber yards with buildings thereon, costing Tls. 246,633.63 against which we owe Tls. 186,500. Apart from the investment being a very satisfactory and promising one, we may congratulate ourselves on having secured most suitable accommodation for our business. The acquisition of the forehouse in front of both of these lots, resulting from the River Conservancy operations has the attention of your directors. The saw mill continues to go good work, and promises to increase, there being orders on hand that will occupy the plant for several months, and in order to keep abreast of the increasing demand, we shall have to make considerable additions to the machinery during the current year, some of the old plant having worn out. The amount of Tls. 9,219.82 has been written off for depreciation, leaving the balance of Tls. 45,000. With these explanations and the very full details given in the report and accounts, I think there is only one other item for me to touch upon before formally proposing the adoption and passing of the same. I refer to the disposal of the balance of the profit and loss account, namely Tls. 80,071.23, or Tls. 72,859.33 after deduction of the general agents' share of the profits according to agreement, which your directors recommend should be appropriated as follows:—

Then amassed 521 cannons, which beats Loveloy's record by 219. Going on by means of all-round-the-table play, he increased the break to 1,280, failing at a drop cannon.

Subsequently Reece added a break of 138, Inman, who aggregated 690 to his opponent's 532, being responsible for 191 and 233. Closing scores:

Reece (in play) ... 2,532

Inman ... 2,973

CHINA SHEETINGS AND SHIRTINGS.

Mr. W. A. Graham Clark, the United States Special Agent, whose report on the Japanese cotton industry we recently referred to, has also investigated the piece-goods trade in China, and has written a report on English and American competition in that market. He says:—

The greatest single item of cotton piece goods imported into China to-day is American sheetings and of this the great majority is the standard 2.36s and 3 yard sheetings, 48 by 48.

Sheetings, of course, are always 36 inches wide and 40 yards long. The English cannot deliver light-sized sheetings at a price to compete seriously with the American product. There is more reason to fear Japanese than English competition on this line, because of the cheapness of their manufacturing costs and their lower freight rates. But the Japanese cloth though sold much cheaper, is of inferior quality, and made of shorter-stapled cotton, and cannot equal the American brands. There have been some complaints recently of deterioration in some American brands, but if our manufacturers are careful to maintain the present standard they will continue to control the sheeting market. I have been through many Japanese cotton mills, and found two or three mills that by the use of American cotton can turn out goods very little, if at all, inferior to American, but if they used American cotton entirely they would have to raise the selling price. In most Japanese mills the labour is not sufficiently skilled to make cloth that can compete as to quality. Japanese competition will be keenest in Manchuria, and they are making great efforts to control this trade. In some instances they are trying to establish certain brands by making all goods full measure, or a little over. In three-yard sheetings for instance, some mills are making a practice of giving 4½ yard pieces weighing 12 lb. or over, instead of 12 lb. The Chinese dealers notice such things and consider it a bargain, and will buy even though the cloth is not quite as high quality. On the other hand, wherever our standard three-yard sheeting is 48 by 48 the Japanese is only 44 by 44, a gain of four picks in weaving. Next to sheetings grey shirtings are the largest items in the cloths imported into China. Here we find the conditions reversed, and whereas sheetings America supplied in 1905, 19,438.00 out of a total of 9,423,880 pieces England only supplying 170,350 pieces of grey shirting:—for the same year, England supplied 6,119,503 out of a total of 6,827,909 pieces. America only supplying 44,365 pieces. This is a striking contrast, and for practical purposes it may be said that America supplies all the grey sheetings used in China, and that England supplies all the grey shirtings used. The grey shirtings sold in China are the regular standard 36s in plain wades, such as are made by many American mills, especially in Massachusetts. There is no insurmountable reason why these mills should not build up as large a foreign trade in these goods as the Southern mills have done.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 38

on PRAYA EAST. Approximate AREA

## SHIPPING.

## ARRIVALS.

ARCADIA, British str., 3,514, J. H. Hide, 4th April—Singapore 20th March, Mails and General—P. & O. S. N. Co.  
BENALDER, British str., 1,958, R. W. Thomson, 4th April—Singapore 28th March, General—Gibb, Livingston & Co.  
CHUNANO, British str., 4,171, Cox, 4th April—Kuching 2nd March, Coal—Mitau Bawan Kaisa.  
FUKUOKA, British str., 4,074, B. W. Snow, 4th April—London 18th Feb., General—P. & O. S. N. Co.  
INDO-MENAU, British str., 4,256, H. Nish, 4th April—Singapore 29th March, General—Battered & Swire.  
INDIANA MARU, Japanese str., 3,738, Wm. Bainbridge, 4th April—Singapore 29th March, General—Nippon Yusen Kaisha.  
INDIAN, British str., 3,255, McFarlane, 4th April—Singapore 28th March, General—Jardine, Matheson & Co.  
MALTA, British str., 3,849, R. A. Peters, 4th April—Shanghai 2nd April, General—P. & O. S. N. Co.  
MERIONETHSHIRE, British str., 1,950, C. H. Burch, 4th April—London 9th Feb., General—Shewan, Tomes & Co.  
PHUANANO, German str., 1,021, F. v. Mangelsdorf, 4th April—Bangkok 27th March, Rice and Wood—Butterfield & Swire.  
RHEINANIA, Ger. str., 4,034, L. von Heff, 3rd April—Hamburg 21st Feb., General—Hamburg Amerika Linie.  
SOPHIE EICKMEYER, German str., 2,264, H. Kuhn, 3rd April—Meji 29th March, Coal—Arnhold, Karberg & Co.  
VICTORIA, Swedish str., 383, Hellbeck, 4th April—Saigon 29th March, Rice—Arnhold, Karberg & Co.  
W.H.C. British str., 1,257, John Ceyan, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
April 4th.  
Daya Maru, Japanese str., for Moji.  
Hawaii, British str., for Saigon.  
Indroni, British str., for Shanghai.  
Phempech, British str., for Saigon.

## DEPARTURES.

April 4th.  
ANDY, German str., for Quins.  
ANGHIN, German str., for Canton.  
ARACHIA, British str., for Shanghai.  
BOUDHOU, French str., for Saigon.  
CHRISTOFORO, British str., for Canton.  
CHONGYANG, British str., for Shanghai.  
FLORA, British cruiser, for Amoy.  
HOLSTEIN, German str., for Haiphong.  
KUHLING, British str., for Shanghai.  
LUNDRAAS SCHIFF, German str., for Saigon.  
MEFOC, Chinese str., for Chungking.  
MOUTH, British cruiser, for Mire Bay.  
OMOTO MARU, Japanese str., for Saigon.  
PROVIDENCE, Norwegian str., for Haiphong.  
RIKUOU MARU, Japanese str., for Yokohama.  
SHIASHING, British str., for Canton.  
TANUSI, British str., for Chungking.

## SHIPPING REPORTS.

The Japans str. *Inaba Maru* reports: Mod. N. F. by reason of strong wind and cloudy.  
The British str. *Wahu* reports: Strong monsoon and cloudy.  
The British str. *Indroni* reports: Moderate to strong N. E. wind with moderate sea dull and overcast.

## VESSELS PASSED ANJER.

Mar. 14, British str. *Ikeda*, Peck, Mar. 12, from Singapore for London.  
Mar. 14, Dutch str. *Mariang*, Klijne, Feb. 4, from Rotterdam, for Batavia.  
Mar. 16, British str. *R. J. Morgan*, Feb. 4, from Calcutta, for Batavia.  
Mar. 16, Norwegian str. *S. Freig*, Provost, Mar. 14, from Tjilatjan for Batavia.  
Mar. 16, German str. *Reichenbach*, Muller, Dec. 29, from Hamburg for Batavia.  
Mar. 20, Dutch str. *Timor*, Koop, Jan. 10, from Amsterdam, for Batavia.  
Mar. 20, Dutch str. *Gede*, Uedema, Mar. 20, from Batavia, for Rotterdam.  
Mar. 20, British str. *Diamond*, Farriole, Mar. 20, from Batavia for Amsterdam.  
Mar. 21, Dutch str. *H. P. Co.*, Barend, Jan. 2, from Amsterdam via Liverpool, for Batavia.  
Mar. 23, Dutch str. *Witte*, Duychus, Feb. 16, from Rotterdam, for Batavia.  
Mar. 23, British str. *Islander*, Wright, Mar. 21, from Christmas Island, for Singapore.  
Mar. 26, Norwegian str. *Ullensand*, Jonasson, Mar. 2, from Bangkok, for Azores.

## VESSELS IN DOCK.

April 4th.

ABERDEEN DOCKS.—*Sorogon*, Z. V. de Aldoro, *Emeralda*, *Saphir*, *Tijahaj*, *Rabis*, *Chiung*, *Nanning*, *Loyal*, *Empress of India*, *H. M. S. Bramble*, *Lundberg*, *Metropolis*, *Metropolitan* DOCKS.—*Mathilde*.

## VESSELS ON THE BERTH

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI AND NAGASAKI.

## THE Steamer.

"GREGORY APCAR," Captain S. H. Bokon, will be despatched for the above Ports on MONDAY, the 8th inst., at 4 P.M.

This steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSON & CO., LTD., Agents, Hongkong, 2nd April, 1907. 685

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING," Captain A. E. Hodges, will be despatched for the above Ports on TUESDAY, the 9th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAITKAIK & CO., General Managers, Hongkong, 4th April, 1907. 607

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamer

"BRECONSHIRE," Will be despatched for the above Ports on or about the 10th of April.

For Freight and further particulars, apply to SHEWAN, TOMES & CO., Agents, Hongkong, 19th March, 1907. 602

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL	MALTA	Brit. str. ...	—	R. A. Peters	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP	BERCONSHIRE	Brit. str. ...	—	R. P. Martin	P. & O. S. N. Co.	About 10th Inst.
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str. ...	k. w.	Selmer	HAMBURG-AMERIKA LINIE	On 10th Inst.
MARSEILLE, ANTWERP, BREMEN & HAMBURG	SUEVIA	Brit. str. ...	—	Ebro	MELCHERS & CO.	About 19th Inst.
MARSEILLE, HAVRE, COPENHAGEN, &c.	SHERBEN	Brit. str. ...	k. w.	Eckhorn	MESSAGERIES MARITIMES	On 16th inst., at 1 A.M.
MARSEILLE, &c., VIA PORTS OF CALL	POLYNESIEN	Brit. str. ...	—	R. Meyer	HAMBURG-AMERIKA LINIE	On 26th May.
MARSEILLE, HAVRE, ANTWERP & HAMBURG	ZIETEN	Brit. str. ...	k. w.	Hildebrandt	MELCHERS & CO.	On 10th inst., at Noon.
PPENSON, PORTS OF CALL	BRIGAVIA	Brit. str. ...	E. W.	Girstenbrau	HAMBURG-AMERIKA LINIE	On 19th Inst.
HAVRE & HAMBURG	SEGOVIA	Brit. str. ...	k. w.	Schönfeld	HAMBURG-AMERIKA LINIE	On 14th June.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	PENSA	Aus. str. ...	—	Blaefeld	SANDER, WIRLER & CO.	On 24th Inst., P.M.
TRISTE, &c., VIA SINGAPORE, &c.	PENSA	Aus. str. ...	k. w.	Filler	HAMBURG-AMERIKA LINIE	To-day.
NAPLES, LISBON, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Brit. str. ...	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	On 3rd May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HAMBURG	Brit. str. ...	E. W.	Jüger	HAMBURG-AMERIKA LINIE	On 29th May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ALBENGA	Aus. str. ...	—	Doddwell & Co., Ltd.	SHEWAN, TOME & CO.	About 12th Inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	MONTSERRAT	Aus. str. ...	—	R. Archibald	SHEWAN, TOME & CO.	Quick despatch.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	APPALACHEE	Brit. str. ...	2 m.	C. Cooper	CANADIAN PACIFIC R. CO.	About 20th Inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	EMPEROR OF CHINA	Brit. str. ...	1 m.	H. C. Armstrong	CANADIAN PACIFIC R. CO.	On 11th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ATHENIAN	Brit. str. ...	—	DODWELL & CO., LTD.	TOYO KISEN KAISHA	On 1st May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	LYRA	Am. str. ...	—	W. F. Turner	EXG HOK FONG & CO.	On 25th Inst., at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	KASATO MARU	Am. str. ...	1 m.	J. Moore	BUTTERFIELD & SWINE	On 2nd May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	PONAHATAN	Brit. str. ...	—	J. Minson	MELCHERS & CO.	On 10th inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	CHANGSHA	Brit. str. ...	—	W. B. Brown	BUTTERFIELD & SWINE	On 25th Inst., at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	MANIA	Brit. str. ...	—	Zwart	JARDINE, MATHESON & CO.	About 5th Inst.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	EMPIRE	Brit. str. ...	—	Dowson	BUTTERFIELD & SWINE	On 9th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	MANIA	Brit. str. ...	—	J. Warrack	JARDINE, MATHESON & CO.	On 10th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	CHINGTU	Brit. str. ...	—	E. Forsyth	BUTTERFIELD & SWINE	On 11th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	TIKHODAS	Dut. str. ...	—	B. W. H. Snow	P. & O. S. N. CO.	On 8th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	KWIFIANG	Brit. str. ...	—	A. L. Valentini	HAMBURG-AMERIKA LINIE	On 8th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	NANCHANG	Brit. str. ...	—	F. W. Northcombe	BUTTERFIELD & SWINE	On 12th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	CHIPSHING	Brit. str. ...	—	S. H. Bolam	MELCHERS & CO.	On 13th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HUNGCHOW	Brit. str. ...	—	E. Malcheson	OSAKA SHOSEN KAISHA	On 14th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	FORMOSA	Brit. str. ...	—	W. P. Baker	SHEWAN, TOME & CO.	On 15th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ARCADIA	Brit. str. ...	—	H. A. Hards	JARDINE, MATHESON & CO.	On 16th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Brit. str. ...	—	H. S. Smith	BUTTERFIELD & SWINE	On 17th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SHAOHSING	Brit. str. ...	—	R. Almond	MELCHERS & CO.	On 18th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	GEORGY APCAR	Brit. str. ...	—	W. P. Brymer	TOYO KISEN KAISHA	On 19th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	P. E. FREDRICH	Brit. str. ...	—	A. E. Hodges	BUTTERFIELD & SWINE	On 20th Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SHANGHAI	Brit. str. ...	—	T. Meyrick	Douglas Lapraik & Co.	On 21st Inst., at 11 A.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SHANGHAI	Brit. str. ...	—	Fraser	JARDINE, MATHESON & CO.	To-morrow, at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	YUNENSANG	Brit. str. ...	—	Pennafather	BUTTERFIELD & SWINE	On 22nd Inst., at 4 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	TAMING	Brit. str. ...	—	E. J. Baller	MELCHERS & CO.	On 1st May, at 9 A.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ZAFIRO	Brit. str. ...	—	Belkito	SANDER, WIRLER & CO.	On 14th Inst., at 3 P.M.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	SUNGHANG	Brit. str. ...	—		CARLOWITZ & CO.	On 14th Inst., at Noon.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	KUMSANG	Brit. str. ...	—			
NAPLES, PLYMOUTH, HAVRE & HAMBURG	ISTOK	Aus. str. ...	—			
NAPLES, PLYMOUTH, HAVRE & HAMBURG	CAPRI	Ital. str. ...	—			

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE (FORMOSA)	{ FORMOSA	About 4th April	Freight and Passage.
& YOKOHAMA	{ Capt. B. W. H. Shaw	April	
SHANGHAI	{ ARCADIA	About 4th April	Freight and Passage.
LONDON, &c., via USUAL PORTS	MALTA	Noon, 6th April	See Special ADVERTISEMENT.
LONDON, and ANTWERP	VIA SINGAPORE, PENANG, NILE	About 10th April	Freight and Passage.
COLOMBO, PORT SAID and MARSEILLE	Capt. E. P. Martin	April	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 2nd April, 1907.

**CHINA NAVIGATION CO.  
LIMITED.**

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	* HOIHOW	On 5th April, 2 P.M.
CEBU and ILOILO	* SUNGKUANG	On 5th April, 4 P.M.
SHANGHAI	* SHAOHSING	On 8th April, 4 P.M.
YOKOHAMA and KOBE	* CHINGTU	On 9th April, 4 P.M.
MANILA	* TAMING	On 9th April, 4 P.M.
CHEFOO and NEWCHWANG	* KWELIANG	On 10th April, 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* CHANGSHA	On 10th April, 4 P.M.
TIENTSIN	HUICHOW	On 11th April, 4 P.M.
SHANGHAI	* KWELIANG	On 12th April, 4 P.M.
CHEFOO and NEWCHWANG	NANCHANG	On 13th April, 4 P.M.
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unravelled Trunks, A duly qualified Stevedore is carried.		
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports, at reduced rates, or all New Zealand Ports and other Australian Ports.		
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.		
For Freight or Passage, apply to—		

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th April, 1907.

**NORDDEUTSCHER LLOYD BREMEN.  
IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	ZIETEN	Wed, 10th April at Noon.
SHANGHAI, NAGASAKI, KOBE ("PRINZ EITTEL FRIEDRICH") and YOKOHAMA	ADEN, SUEZ and PORT SAID	About Wed, 10th April.
MANILA, NEW GUINEA, BRISBANE, MANILA, SYDNEY & MELBOURNE	MANILA	Thu, 25th April at Noon.
YOKOHAMA and KOBE	BOHNEO	About Fri, 5th April.
KUDAT and SANDAKAN	Capt. F. Sonnill	Wed, 1st May at 9 A.M.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 1st April, 1907.

**OSAKA SHOSEN KAISHA.**

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

THE CO'S S.S. LEAVING

\* TAMSIU VIA SWATOW { JOSHIN MARU } SUNDAY, 7th April, Capt. H. S. SMITH } at 9 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Midships. Uncarved Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 30th March, 1907.

T. ARIMA, Manager.

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LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 DAYS ACROSS THE PACIFIC is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S. Tons LEAVE HONGKONG ARRIVES VANCOUVER  
"EMPERESS OF CHINA" 6,000 " THURSDAY, 11th April ... 29th April  
"ATHENIAN" 3,852 " WEDNESDAY, 1st May ... 25th May  
"EMPERESS OF INDIA" 6,000 " THURSDAY, 6th May ... 27th May  
"MONTEAGLE" 6,163 " WEDNESDAY, 22nd May ... 15th June  
"EMPERESS OF JAPAN" 6,000 " THURSDAY, 6th June ... 24th June  
"TARTAR" 4,425 " WEDNESDAY, 19th June ... 13th July

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN, N.B. with the Co's NEW PALATIAL "EMPERESS" Steamships. Express, and at 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.

Intermediate on Steamers 240, 242.

R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

6

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TIJIBODAS...	JAVA	First half of April	JAPAN	First half of April
TIJIPANAS...	JAPAN	First half of April	JAVA PORTS	Second half of April
TIJILIWONG...	JAPAN	Second half of April	JAVA PORTS	Second half of April
TIJIMAI...	JAPAN	Second half of May	JAVA PORTS	Second half of May
TIJULATJAP...	JAPAN	First half of June	JAVA PORTS	First half of June

The Steamers are all fitted throughout with Electric Light and have accommodation for limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.  
Telephone No. 375.

19  
York Buildings, 1st Floor.  
Hongkong, 29th March, 1907.

**VESSELS ON THE BERTH**



DAVID CORSAIR & SONS'  
MERCHANT NAVY

NAVY BOILED LONG FLAX  
RELIANCE CROWN CANVAS  
TARPAULIN ARNHOLM KAREERG & CO  
235 Sole Agents.

**IRON MERCHANTS.**

E. HING & CO.

DEALERS IN IRON, STEEL, METALS, HARDWARE, MUNIZ, METAL, STEEL, BOILER AND SHIP PLATES, PIG-IRON, COKE, AND GENERAL MERCHANTS.

No. 25, Wing Wo Street (Lane 171, Queen's Road to 168, Des Voeux Road Central). Telephone No. 613.

Hongkong, 1st March, 1907.

475

To be purchased for cash or on the "TIMES" system of monthly payments.

COURTESY, RUSSELL & CO., being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed, exceptional facilities for payment, Numbered check after every Drawing. Results of Drawings in English. Holders of drawn Bonds advised once. Prizes collected free of expense. Bonds purchased "at sight" are drawn against Premium Bonds. Services continue until last bond drawn. All transactions confidential.

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Optimal Cargo will be forwarded unless notice to the contrary be given TO-DAY.

Any cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where such consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 8th inst., will be subject to Fire Insurance.

All damaged packages must be left in the Godown, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the ship's arrival.

McGREGOR BROS. & GOW.

Hongkong, 1st April, 1907.

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**NOTICE TO CONSIGNEES**

S.S. "VILLE DE LA CIOTAT"  
COMPAGNIE DES MESSAGERIES MARITIMES.

**NOTICE.**

CONSIGNEES of Cargo from London or s.s. "Medoc" from Havre or s.s. "Ville de Bordeaux" and "Ville d'Arres," in connection with above Str., are hereby informed that their Goods, with the exception of Opium, Treasured Valuables, are being landed and stored at their risks into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignee, before 10 A.M. To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 8th inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 8th inst., or they will not be recognized.

All damaged packages will be examined on MONDAY, the 8th inst., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX.

Hongkong, 1st April, 1907.

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**SHIPPING IN PORT.**

STEAMERS.

BANGKOK, German str. 1,236, E. Klummet, 2nd April—Bangkok 24th March, Rice and Coal.

BLACKHEATH, British str. 1,719, Sherborne, 28th March—Geraldton, W.A. 12th March, Sandalwood—Order.

BOMBAY MARU, Japanese str. 3,394, S. Ishika wa, 27th March—Kobe via Shanghai 18th March, General—Nippon Yusen Kaisha.

BOURNON, French str. 307, E. Boul, 20th March—Swatow 28th March, Billart—Chine.

CHENG CHEW, British str. 1,200, Russell, 26th Mar.—Singapore 19th Mar., General—Chine.

CHILDA, Norwegian str. 1,103, A. Augen son, 21st March—Bangkok via Swatow 11th and 26th March, General—Aagaard, Thorson & Co.

CHINA, American str. 3,186, D. E. Frob, 30th March—Manila 28th March, General—P. M. S. S. Co.

CHINTOG, British str. 1,459, W. B. Brown, 24th March—Australia via Ports 23rd Feb., General—Butterfield & Swire.

CHINKIANG, British str. 1,329, Robertson, 3rd April—Saigon 29th March, Rice—Butterfield & Swire.

CHUNSHANG, British str. 22nd March, from Canton.

## POST OFFICE NOTICES.

MAILS BY THE SIBERIAN RAILWAY.

Letters and Post Cards only if specially inscribed are sent by this route to Europe by steamer leaving Shanghai every Saturday.  
Mails from London are despatched via Siberia daily and forwarded from Vladivostock by steamer every Sunday.

## FOR

## FROM

## DATE

Shanghai, Yokohama, and Kobe		
Nagasaki, Kobe and Yokohama		
Singapore, Penang and Colombo		
Shanghai		
Swatow and Shanghai		
Macao		
Cebu and Manila		
Amoy and Macau		
Saigon		
Swatow		
Kobe and Yokohama		
Swatow		
Europe, &c., India via Tutiaria.		
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents)		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)		
The Parcel mail will be closed at 5 p.m. to-day		

Macao		
Singapore, Penang and Colombo		
Santa and Weihsien		
Manila		
Tientsin		
Macao		

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO		
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents)		

China		
Sui Tai		
Kunsang		
Mercedes		
Yungsung		
Chingshing		
Sui An		

Printed Matter and Samples		
Registration, 10.00 A.M.		
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Registration, 10.00 A.M.		
No late fee		
Letters 11.00 A.M.		
Saturday, 6th, 1.15 P.M.		
Saturday, 6th, 2.00 P.M.		
Saturday, 6th, 3.00 P.M.		
Saturday, 6th, 5.00 P.M.		
Sunday, 7th, 8.00 A.M.		
Tuesday, 9th		

Printed Matter and Samples		
Registration, 10.00 A.M.		
(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Registration, 10.00 A.M.		
No late fee		
Letters 11.00 A.M.		

Printed Matter and Samples		
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(Registration, with late fee of 10 cents, up to 10.45 A.M.)		
Registration, 10.00 A.M.		
No late fee		
Letters 11.00 A.M.		

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